



Republic of the Philippines
DEPARTMENT OF TRANSPORTATION
CIVIL AVIATION AUTHORITY OF THE PHILIPPINES
MIA Road, Pasay City 1300

AIRCRAFT ACCIDENT INVESTIGATION AND INQUIRY BOARD

FINAL REPORT

RP-C8054 **TEXTRON AVIATION INC. CESSNA 172M**

***OPERATOR: LEADING EDGE INTERNATIONAL AVIATION ACADEMY,
INC.***

TYPE OF OPERATION: FLIGHT TRAINING

DATE OF OCCURRENCE: JUNE 23, 2023

***PLACE OF OCCURRENCE: SAN FERNANDO AIRPORT (RPUS), CANAOAY,
SAN FERNANDO CITY, LA UNION***



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BASIC INFORMATION

Aircraft Registration No. : RP- C8054

Aircraft Type/Model : Textron Aviation Inc. Cessna/ C172M

Operator : Leading Edge International Aviation Academy, Inc.

Address of Operator : 2F Col Godofredo M Juliano (Ret) Bldg., L14 B86
Bayani Road Corner Roxas Ave., AFPOVAI Phase
5. Western Bicutan, Taguig City, Philippines

Place of Occurrence : San Fernando Airport (RPUS), Canaoay, San
Fernando City, La Union

Date/Time of Occurrence : June 23, 2023 at about 0900H/0100 UTC

Type of Operation : Flight Training (PCAR Part 3)

Phase of Flight : Landing

Type of Occurrence : Bounced Landing resulting to runway excursion

EXECUTIVE SUMMARY

On or about 0900H, June 23, 2023, a Cessna 172M type of aircraft with Registry Number RP-C8054 sustained damage due to a runway excursion after landing at San Fernando Airport, Canaoay, San Fernando City, La Union. The aircraft is being operated by Leading Edge International Aviation Academy, Inc. under PCAR Part 3. The Student Pilot (SP) on board was not injured. Visual meteorological conditions prevailed at the time of the incident, and a training flight plan was filed.

The student pilot was released for first solo flight by his flight instructor within the traffic pattern. The aircraft, while on landing roll veered to the right and departed the concrete pavement of the runway. Without informing the tower of the situation, the student pilot managed to bring the aircraft back to the cemented portion of the runway and was taxiing back toward the ramp. A post-flight inspection of the aircraft shows that the aircraft sustained damage to the propeller blade and left main gear brake assembly. A review of the document shows that the aircraft and student pilot's documentation are in proper order. There were no significant remarks listed on the aircraft logbook before the incident.

PROBABLE CAUSE

- **Primary Cause Factor**
 - a. Failure to execute the go-around procedures during unstable approach for landing.
- **Contributory Cause Factor**
 - b. Fast approach during landing
 - c. Lack of situation awareness

SAFETY RECOMMENDATIONS

As a result of the Operator's safety actions, the safety deficiencies presented in this report have been fully addressed therefore no further safety recommendations are being proposed.

SAFETY ACTION

As a result of the serious incident, the Operator initiated safety corrective actions to mitigate the recurrence of the same incident:

1. Stan-eval flight to the FI and SP with emphasis on final approach, go-around and taxiing procedures.
2. Inclusion in the school training and procedure manual of:
 - a. After landing roll and taxi back procedure.
 - b. Impending brake failure.
 - c. Procedures to be followed in case of accident/ incident on the runway.
3. Reinforced safety briefing prior to first soloing to address and help alleviate mental stress factors on SP.
4. Safety meeting was conducted to all pilots on the topic:
5. Go-around procedures during unstable approach for landing.
6. Situation awareness

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